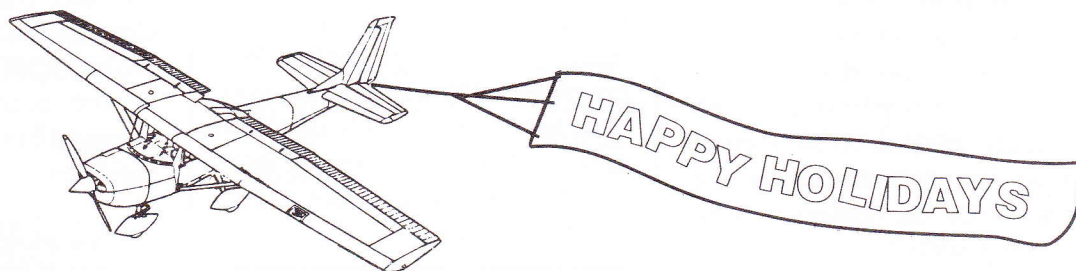


IDAHO AVIATION REPORT

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WINTER 1993



All of the staff at the Idaho Division of Aeronautics want to send you our very best wishes for a safe and happy holiday season. This is a great time of year to reflect on past events and experiences, and to anticipate what the new year will hold for each of us.

1992 has been a year of some growth for Idaho aviation overall, and some change for many of us. We had a successful First Annual State Aviation Conference in April in Jackpot. Despite the distance involved for some of you, the turnout by more than 250 attendees was more than we had hoped for.

The Second Annual Conference will be held in Lewiston on April 24-25, 1993, and the format will include aviation trade vendors to compliment the safety and information seminars. The **Lewis-Clark Chapter of the Idaho Aviation Association** stepped forward to offer their time and effort to help put the conference together.

We are working now to negotiate for another aviation notable to be our keynote speaker for a Saturday night banquet.

Our aviation education program has been very significant to us and will continue to receive emphasis next year. We have an aging population of aviators across the country, and we all must be a part of the effort to bring young people into the world of aviation. The Division of Aeronautics will support the "Young Eagles" program recently established by the **Experimental Aircraft Association**. We will most certainly ask the Idaho aviation community to support and participate in many of these programs which are designed to reach out to youngsters and kindle those same fires that inspired most of us to become pilots.

We are still pursuing the acquisition of right of access to the Cascade Reservoir Airstrip. Negotiations are still underway between the responsible parties

to resolve the issues concerning re-opening the airstrip to the public.

At the same time, we are involved in preliminary discussions with the U.S. Forest Service (USFS) regarding public air access to Orogrande and Cayuse Creek airstrips. With a growing movement to establish a new management plan for the Frank Church-River of No Return Wilderness, we will investigate the opportunities to cooperate with the USFS in maintaining "reliever" airstrips adjacent to the wilderness.

With the expectation that a new administrator will soon join us, I will take this opportunity to extend my thanks and appreciation to all of you who have contributed to our programs through your good faith and efforts. Our job is made considerably easier as a result of your participation. Thank you all for your strong support. Happy Holidays! **John Maakestad, Acting Administrator**

SAFE PILOT AWARD PROGRAM CHANGES

We have been proposing changes to the Idaho Safe Pilot Award Program over the past two years, and now the time has come to put appropriate changes into effect.

In evaluating the process and participation in the old program, we determined that the effort and expense put into the program served less than 10% of our total pilot registration. With so many programs competing for so few dollars, clearly the interests of the majority were not being served.

Therefore, with much regret, we have elected to terminate the Safe Pilot Award Program. In its place, we intend to establish a system of recognition and award for achievement that will appeal to a larger number of registered pilots. Some of the concepts we are working with are:

- Idaho Silver Eagle Award - recognition of individuals for lifetime contributions to aviation (in or out of Idaho)
- Outstanding Certified Flight Instructor
- Outstanding Fixed Base Operator
- Outstanding Airport Manager
- Air Taxi Safety Performance Award
- Agricultural Air Applicator Safety Award
- Experimental Pilot/Project of the Year

Each of the above awards may be presented to deserving individuals in each of the districts in the state. We will rely on nominations for the awards from individuals or organiza-

tions, and we will establish qualifying guidelines on which recommendations can be based. Awards will be presented at our regional banquets and all winners will be invited to come and be recognized during the annual aviation conference banquet.

We know there will be some dismay over the dissolution of the old program. However, we are still committed to funding programs that reach out to as many people as possible. We encourage any suggestions you may have that will help us properly recognize the many outstanding people we have in our aviation family.

GENERAL AVIATION WEATHER INCIDENTS

The following is information excerpted from a NASA *CALL-BACK* flier dated November, 1992: "Year after year, weather is indicted in almost 40% of general aviation fatal accidents. Year after year, air safety organizations...inundate the general aviation community with the how-to's of co-existing with atmospheric phenomena."

This article drew information from 146 incident reports, 70 of which involved aircraft operating under VFR with and without flight plans. The most prevalent weather condition encountered in the reports was low ceilings and/or visibilities. The next most frequent weather encountered was lowering ceilings and merging layers.

The point of all this is that operating under VFR is a way of life for us here in Idaho. To do

it safely, do us and yourselves a favor; Get a good weather brief, file a flight plan, and report weather phenomena so the next pilot has an idea of what to expect along the route.

1993 AVIATION CONFERENCE TAKING SHAPE

Mark your calendars for the Annual Statewide Aviation Conference to be held in Lewiston on April 24-25, 1993. Some of the action will be at the Ramada Inn in their convention facilities.

This event will be hosted by the Lewis-Clark Chapter of the Idaho Aviation Association, and co-sponsored by the Division of Aeronautics. This year we will invite aviation trade vendors to participate and we will have a variety of seminars going as well.

Last year's conference was a great start for what we hope will become one of the premier events for Idaho aviators. All Idaho aviation organizations and members are invited to come as a group or individually, to participate in an open discussion forum with the new Aeronautics Administrator. This will be a great opportunity to get in on the ground floor with the new regime.

You can expect more specific information about the make-up of the conference in the next newsletter. Contact points at this early stage of planning are Pam Staton at Aeronautics, or Jim Petree and Johnny Stewart, Lewis-Clark IAA.

CRASH A BIG AIRPLANE!

If you should crash your airplane and the crash itself is survivable, your survival and that of your passengers depends on one very important item: being found - soon! According to recent accident statistics, 35 of every 100 major accident victims survive a crash. Of these, 21 are injured and 14 are uninjured. Of the injured victims, only four, on average, survive over 24 hours. Of the uninjured victims, an average of only seven survive more than three days!

The wreckage of an aircraft can be very difficult if not impossible to find. You can make your airplane easier to find by making it an easier target to locate. A large aircraft is easier to find. How do you make your airplane larger after a crash? You make it bigger with a functional ELT. An Emergency Locator Transmitter (ELT) enlarges the target so it can be more easily found by search and rescue personnel. Searchers can use radio direction finding equipment to follow the ELT signal to the crash site. An operating ELT significantly reduces the time it takes to find downed aircraft. Figures from 1989 show an average flying time of 1.5 hours expended by searchers to find aircraft with an operating ELT. In comparison, an average of 63.9 hours flying time was needed to find aircraft without an operating ELT. The average total search time to find a missing aircraft with an operating ELT was five hours; without an operating ELT, 32 hours,

more than six times longer. These figures are nationwide statistics, so the variation in time is even more dramatic when you look only at accidents which occur in rugged mountainous terrain.

How can you help insure that your ELT will produce a signal after a survivable crash? By ensuring that the battery replacement dates are observed (check the aircraft maintenance records and comply with the battery replacement dates marked on the ELT). When the shop is replacing the ELT batteries, have them actually test the ELT to see if it really will function as designed. Understand how your ELT works and how to operate it manually if necessary and how to deploy the auxiliary antenna on models so equipped. Consider installing a remote on/off switch with which to activate the ELT from the cockpit. Test your ELT as described in the Airman's Information Manual. Consider obtaining a portable ELT or spare ELT to carry in your survival kit. Some portable ELTs can be purchased with voice capability and come with their own microphone and headset.

Another important way to make your airplane easier to find is to file a flight plan. Based on 1986 figures from Scott Air Force Base, an average of 21 hours elapsed before word reached them about a missing aircraft that did not have a flight plan on file. On average, an additional 32 hours elapsed before the aircraft was found. The times were 11 hours and 10 hours respectively for missing

aircraft that had a flight plan on file. For comparison, the time to find a missing aircraft on an IFR flight plan was one hour after initial notification that the aircraft was missing. These figures do not reflect whether or not an ELT was instrumental in locating the aircraft.

If you crash your airplane make it easier to find by making it a larger target. Ensure that your ELT will function as designed, ensure that you understand its operation and how to operate it, and file a flight plan.

*Ken Conrad
Aviation Safety Inspector
Helena, MT Flight Standards*

BIRD STRIKE

This could happen to you: A Cessna 182 was flying at 5,600' when a large bird (thought to be a goose) struck the top of the cowl six inches in front of the windshield. There was extensive damage to the aircraft cowl and firewall but no damage to the prop. The pilot landed safely with no injuries to himself or passengers.

What can you do to protect yourself from migratory birds and hawks?

- Be extra alert to the time of year when birds are migrating.
- If you see a bird in front of and above you, assume the bird is going to dive to avoid your aircraft. Most birds will dive when they are threatened or scared.
- Use your landing light to help the birds see you as early as possible.
- Avoid areas of large concentrations like wildlife refuges (i.e. Lake Lowell).

IS THERE A PILOT PERSONALITY AND CAN IT BE REPRODUCED?

There is so much romantic mythology surrounding aviation that it is difficult to separate the truth from the fiction. Back when aviation was young, pilots were seriously referred to in the journals and newspapers of the day as "Intrepid Birdmen". Such a phrase is rarely used now except in a sarcastic or ironic tone.

The belief that exceptional physical and mental skills are needed to fly an aircraft dies hard.

Cognitive psychologists and aviation medical specialists have long studied the history of pilot training and selection, postulating that there are common personality traits shared by most pilots.

The search goes on for a personality profile revealing the "at risk" aviator. According to Dr. Robert O. Besco, retired American Airlines captain, the search is futile, since no such ideal personality exists. He says that there are "Top Guns" in aviation who go to church every Sunday; others who are intellectual and read Kafka and Nietzsche; and many who could not pass a basketball or hit a baseball if their lives depended on it. In short, aviators come in all complexions, genders, and character types. The common trait is that they love to fly.

Besco argues that there is simply no way to relate low performance in aviation with one set of traits and high performance with another set of traits. Moreover, there are no "scientifically defensible studies" on personality which can separate the professional-pilot sector from the general population. However, Besco has his own list of behavioral traits that distinguish good pilots. It runs like this:

- Good pilots detect mistakes immediately after they occur - first their own errors, then those of fellow crew members, and then the errors of others.
- Good pilots cope, correct, and compensate for these errors gracefully and uneventfully.
- Good pilots communicate their assessment of these errors immediately to their fellow crew members and to supporting personnel.
- Good pilots accept that errors will occur and know that they can compensate for them.
- Good pilots do not let the threat of past, current, or future errors increase their own error rates or their ability to cope.
- Good pilots have the character strength to say NO to marginal conditions and to resist the organizational pressure to press on.
- Good pilots develop and maintain an attitude of wariness and anticipation of errors.
- Good pilots exert a stabilizing influence on others when the system is degenerating and goal conflicts are developing.
- Good pilots adapt quickly to changes in the demands and environmental conditions of their profession.

*Aviation Safety Letter,
Transport Canada-Aviation,
Systems Safety Directorate.*

READ BACK ERROR

Seattle Center conducted a survey of errors by pilots when reading back clearances. The survey began August 18, 1992 and in the first five days they had recorded 87 read back errors. Air carrier traffic made 62 errors, general aviation had 20 and military aircraft had five. The read back errors being made could cause aircraft to deviate from their clearances and possibly bring them into conflict with other traffic or terrain.

The survey only covered one area of Seattle Center which has four areas. The problem when spread over the entire system is widespread. As pilots we must not depend on the controller to catch our mistakes. If you have any doubts about the instructions given ask the controller to repeat. This could very well save your life.

ALWAYS REMEMBER!!

"There are **OLD** pilots, and there are **BOLD** pilots, but there are **NO OLD, BOLD** pilots."

Nino S. Baldachi



MOVING?

If you are moving, please take a moment to notify us so we can make sure the next issue of the *Idaho Aviation Report* arrives at your new address. Our address appears on the last page.

PROGRESSIVE PILOT SEMINARS

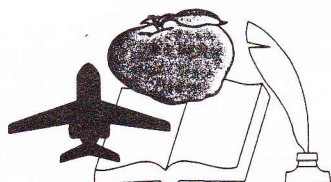
Progressive Pilot Seminars will be presenting an FAA approved Flight Instructor Refresher Course on February 5-7 in Boise. This will be the only course offered in Idaho in 1993. For further information contact Sherry Knight Rossiter, Chief Instructor, 362-0600.

1993 INTERNATIONAL AVIATION ART CONTEST

Once again young Idaho artists age 5-16 are invited to enter the International Aviation Art Contest. The theme for this year is "Flight, Yesterday & Tomorrow".

For two years in a row now there has been an Idaho artist placing among the national winners! In 1991 it was Lisa Hering of Letha and in 1992 it was Brandon Harper of Blackfoot.

Rules/Entry blanks were sent to all Idaho art teachers. The deadline is February 1, 1993. If you are unable to obtain a copy of the rules/entry blank from an art teacher please contact us at 334-8775. We will be glad to send you a copy.



FAA Aviation
Education Program

NEW IDAHO PILOTS AND RATINGS

Congratulations to the following people:

<u>NAME</u>	<u>RATING</u>	<u>CFI/EXAMINER</u>
Max Barker	Commercial	Greg Herbert
David Gines	Private	Steve Bower
Bob Fratti	Private	Tim Castro
Ronald W. Goin	Instrument	Robert Jones
Duane L. Yost	Private	Michael Lesperance
John W. Poole III	Private	Michael Lesperance
Joseph McKenzie	Private	Jim Wiederholdt
Don E. Gheen	Instrument	Michael Lesperance
Cheryl Freeman	Private	Robert Roberts
John Mahoney	Instrument	Steve Bower
David Wise	Private	Mike Cates
Ron Kennedy	Private	Mike Cates
Tim Schelhorn	Private	Wayne Gammel
Bill Strack	Multi-engine	Larry Atwood
John Sackett	Private	Lynn Hower
Stafford Smith	Private	Lynn Hower
Mike Lesperance	Commercial	Lynn Hower
Craig Biggs	Commercial	Lynn Hower

CALENDAR OF EVENTS - 1993

FEBRUARY

5th-7th

Flight Instructor Refresher Course. See related article on this page.

20th-21st

Winter Mtn. Flying and Crash Survival. FAA Wings Approved Safety Program. Denver, CO Centennial Airport. (303) 778-7145 or (303) 466-1718.

APRIL

24th-25th

2nd Annual Idaho Aviation Conference. Lewiston, Idaho. More information to follow.

IDAHO TRANSPORTATION DEPARTMENT:

Governor *CECIL D. ANDRUS*
Acting Director *KEITH GREEN*
Acting Administrator
JOHN MAAKESTAD

Aeronautics Advisory Board:

Chairman *H.P. HILL*
Member *HARRY MERRICK*
Member *WILLIAM PARISH*

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VOLUNTEERS SUPPORT IDAHO AVIATION

We are deeply grateful to the following Idaho aviators and friends of aviators who donated their time and efforts to improve several Idaho airports:

BRUCE MEADOWS: Civil Air Patrol: Max and Ellen Fretz, Derrol and Lesta Hockett, Gary Iverson (Sr.), Roger and Gaylene Munson, Larry and Joan Reeder and family, Roy Snethen, Loal Vance

BIG CREEK: Marv Gregersen, Jerry Terlisner, Neil Bryson, Rich Babcock, Bruce Parker

GARDEN VALLEY: Larry Cobb, Gary Iverson, Jim Prideaux, Bill Clark, Bob and Jewel Schupp, Harold Steiner, Bob and Amy Leder, Kurt Larson, Mr. and Mrs. Arnold Fredrickson

SMITH'S PRAIRIE: Idaho Ninety-Nines: Sally Owens, Leanne Jopson, Susan Harper, Anita Lewis, Beverly Niquette, Bev LaBrie, Sandy Templeton, Pat Jenkins, Beth Shannon, GeneNora Jessen, Mary Christofferson

WARM SPRINGS: Idaho Ninety-Nines: Sally Owens, Leanne Jopson, Susan Harper, Anita Lewis, Beverly Niquette, Bev LaBrie, Sandy Templeton, Pat Jenkins, Beth Shannon, GeneNora Jessen, Mary Christofferson

HENRY'S LAKE: Dan Polatis, Ed and Sharon Laird, Don Suckling, Jack Anderson, Joy McDonald, Gary and Sandy Bills, Bruce Pusey and children, E.A.A. Chapter #407: E.F. Livingstone, Mike Drotter, Dianne Peck, Sandy Storhok, Mike Lesperance, Dick Wagner, Jim Wolper, Barry Everett, Troy McClure, David McClure, Mike Hess, Brad Hess, Al Isaac, John and Donna Blakely, Duane Yost, Sharon Priebe, Scott Gunter, Paul Tremblay, Ofilia Ramos

LAIDLAW CORRALS: Kurt Larson, Bill Blohm, Hans Blohm, David Pung, Larry Kugler

BIG SOUTHERN BUTTE: Idaho Aviation Association: Chuck Lewis, Charles Flumer (Charles family and friends)

MAGEE: Al and Helen Chivers, Vearl and Anne Lack, Wally Taylor, Dan and Mary Zaccanti, Mike Nickerson, Jennifer Nickerson, Lonnie White

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